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1. In May 1952 the Transportation Bureau of the general headquarters of the North Korean army,¹ with 4,050 men and 300 officers, was at Inhung-ni, P'yongyang. Its chief was CH'ON Ch'i-ik,¹ aged 56, a major general, who was a Soviet Korean and a member of the Communist International (sic). A Soviet adviser was attached to the department.
 2. Activated under the Transportation Bureau at the outbreak of the Korean conflict were the following: a transportation regiment (542 Unit), three independent transportation battalions, a reserve battalion, a repair battalion, a guard company and the P'yongyang Driver Training Center. In mid-July 1951 these units were reorganized into eight independent transportation battalions, the 913 Driver Training Center, and the 927 Repair Battalion.
 3. The Transportation Bureau was divided into two branches as follows:
 - a. Administrative Branch, which comprised the Administrative Section (4 men), Technical Section (7 men), Supply Section (5 men), Organization and Planning Section (6 men), Staff Personnel Section (5 men), Transportation Section (5 men), and Vehicle Section (5 men).
 - b. Military Branch, with the following units and dispositions:
 - 1 Battalion,
 - 2 Sangil-li (125-46, 39-10) (YD-3938).
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- 25X1 2 Battalion, [] Nae-dong (125-43, 39-08) (YD-3535).
 3 Battalion, [] Sago-ri (approximately 127-26, 38-57) (CU-609109).
 4 Battalion, Murwang-dong (126-40, 39-11) (BU-982398).
 5 Battalion, Murwang-dong, at BU-979401.
 6 Battalion, Pop'yong-dong, (126-38, 39-11) (BU-9639).
 25X1 8 Battalion, [] at CU-696003, near Kosan-ni (127-29, 38-51) (CU-6801).
 9 Battalion, at YD-421413, near Paegyong-dong (125-48, 39-11) (YD-4240).
 Driver Training Center, Taesangong-ni (approximately 124-52, 40-08) (XE-567430).
 Repair Battalion, Sonsam-dong (approximately 125-44, 39-01) (YD-395262).

Except for the Repair Battalion, which had 98 men, each of the above battalions had 437 men. The 913 Driver Training Center had 407 men.

4. Equipment for the bureau included about 300 pistols for officers, about 1,000 Mossin-Nagant rifles for guards and drivers, about 500 PPSH's for squad leaders, 14 jeeps, 11 three-quarter ton trucks, and about 580 trucks of other types, some purchased from the USSR in April 1952. Some roller bearings, pistons, screws, and other supplies were obtained by the battalions from the Sogam Central Motor Vehicle Repair Plant at YD-405574, while bearings, light bulbs, and gaskets were imported from the USSR. The 1, 2, and 9 Battalions received gasoline transported by tank car to the Yongsong Railroad Station (125-47, 39-07) (YD-4133). The 4, 5, and 6 Battalions were supplied at Yangdok Railroad Station (126-38, 39-13) (BU-9643). The 3 and 8 Battalions received their gas supply from the fuel storage station at Sogwangsa (127-24, 38-59) (CU-6116).
5. Transportation routes followed the established main and secondary roads and were based on P'yongyang, Sinuiju, and Sogwangsa (127-24, 38-59) (CU-6116) in a net that covered the area between approximately 39° and 42° north latitude. Operating on both day and night schedules and traveling a minimum of 120 kilometers per truck per day, Transportation Bureau trucks divided the types of material being transported according to the battalions. About 50 percent of the material transported was ammunition, 25 percent was food, 10 percent was gas, and 5 percent was clothing.
 - a. The 1, 2, and 9 Battalions transported clothing, soap, tobacco, hard biscuits, and non-staple foods from Sinuiju to P'yongyang. On this trip they used six trucks weekly, leaving P'yongyang at 8 p.m. and traveling mostly at night, except to the north of T'aech'on (125-30, 39-55) (YE-1421), where both day and night traffic was scheduled. From P'yongyang to T'osan (126-51, 38-18) (CT-1241) and to Anhyop (126-54, 38-21) (CT-1746) they used about twelve trucks.
 - b. The 1, 2, 4, 5, 6, and 9 Battalions transported uniforms, provisions, ammunition, and gas from P'yongyang to way stations, and on the return trip carried used uniforms and wounded soldiers from Sogwangsa, operating an average of forty vehicles per day. Trucks left P'yongyang at 7 p.m., left Yangdok at the same time the next day, and arrived at Sogwangsa at 4 a.m. The return trip was on the same schedule.
 - c. The 3 and 8 Battalions transported shells, food, and gasoline from Sogwangsa to Ponghyon-ni (127-42, 38-41) (CT-8782), and on the return trip carried empty drums, blank cartridge boxes, and wounded soldiers. An average of sixty trucks were in operation each day, leaving Sogwangsa at 7 p.m. and arriving at Ponghyon-ni the next morning at 2 a.m.; on the return trip the trucks left Ponghyon-ni at 8 p.m. and arrived at Sogwangsa at 2 a.m. These two battalions also transported ammunition from Chuun-ni

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(127-27, 39-02) (CU-6621) to Sogwangsa at 7 p.m., arriving at Chuŭm-ni at 9 p.m.; on the return trip they left Chuŭm-ni at 9 p.m. and arrived at Sogwangsa at 11 p.m. From Hamhung to Sogwangsa, ten trucks of the 3 and 8 Battalions carried cargoes of fish, pickled radishes, and non-staple foods, leaving at 8 p.m. and arriving at 5 a.m. the next morning. On the Sogwangsa-Hamhung run from 7 p.m. to 5 a.m., the trucks traveled empty.

- d. Military supplies from Manchuria were for the most part brought in by train to Yongsong and Yangdok.

Sogwangsa Branch of the Transportation Bureau

6. In early June the Sogwangsa Branch possessed more than 100 vehicles, 70 percent of which were Soviet made and 30 percent of which were American or Japanese made. Another twenty vehicles belonging to the bureau were inoperable and were stored in the National Vehicle Repair Shop in Wonsan, awaiting parts.
7. The Sogwangsa Branch was responsible for the transportation of military supplies, ammunition, grains, and oils from the Wonsan area to the eastern and central fronts. About twenty trucks transported supplies from Togwŏn (127-22, 39-10) (CU-5936) to Chisŏng-ni (127-43, 38-41) (CT-8882); and about ten trucks transported supplies from Tanbal-lyŏng (127-57, 38-35) (DT-0971) and Naegŭm-gang-myŏn (127-58, 38-29) (DT-1060), where the supply depots were in tunnels previously parts of tungsten mines. Vehicles were sheltered in five underground caves about 700 meters southeast of Sogwangsa.
8. More than 150 persons, including the chief, about 100 drivers, 30 mechanics, and office workers, were assigned to the Sogwangsa Branch. Most of them had been forcibly mobilized and were under the supervision of the North Korean army. Remuneration was 1,200 to 1,500 won for drivers, 900 to 1,500 won for mechanics, and 800 to 1,200 won for office workers. Free meals were provided and each employee was given two and one-half hops of grain per day for his family.

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1. Comment. From the information available in this report, it is difficult to ascertain the exact position of the Transportation Bureau described here in the table of organization of the North Korean army. CH'ŎN Ch'i-ik was previously reported to be head of the North Korean Ministry of Transportation, presumably on a higher level than the bureau described here. It is possible that the Transportation Bureau reported on here is a part of the Transportation Ministry and is assigned to and under the control of North Korean army headquarters for logistical support of military operations.

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2. Comment. A regiment bearing unit was disbanded in July 1951 and the 1 Battalion was organized with the members of the foregoing regiment, keeping its field postal number.

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